



State Revolving Fund Loan Programs **Drinking Water, Wastewater, Nonpoint Source**

PRELIMINARY DECISION OF CATEGORICAL EXCLUSION

TO ALL INTERESTED CITIZENS, ORGANIZATIONS AND GOVERNMENT AGENCIES:

CITY OF EVANSVILLE
Washington Lift Station Improvements
Preliminary Engineering Report D Addendum #2: Project #12
SRF # WW 08 13 82 05

Date: December 6, 2012

Pursuant to IC 4-4-11, the State Revolving Fund (SRF) Loan Program has determined that the project described here and in the city's Preliminary Engineering Report Addendum #2 received by the SRF on October 9, 2012 will have no substantial negative environmental impact. Therefore, the SRF is issuing a preliminary decision of Categorical Exclusion from the requirements of substantive environmental review.

How were environmental issues considered?

The National Environmental Policy Act requires agencies disbursing Federal funds to include environmental factors in the decision making process. A summary of the project is attached for your review. The SRF's preliminary review has found that the proposed project does not require the preparation of either an Environmental Assessment or an Environmental Impact Statement.

Why is additional environmental review not required?

Our environmental review has concluded that significant environmental impacts will not result from the proposed action.

How do I submit comments?

Comments can be submitted to:

Max Henschen, Senior Environmental Manager
SRF Programs
317-232-8623; mhensche at ifa.in.gov

CATEGORICAL EXCLUSION

I. PROJECT IDENTIFICATION

Project Name and Address: **Washington Lift Station Improvements
Preliminary Engineering Report D
Addendum #2: Project 12
City of Evansville
1 NW Martin Luther King Jr. Blvd., Room 104
Evansville, IN 47740-0001**

SRF Project Number: **WW 08 13 82 05**

Authorized Representative: **Mr. Allen Mounts, Director
Evansville Water and Sewer Utility**

II. PROJECT LOCATION

Evansville is located in southeastern Vanderburgh County. The Washington lift station project area is located in the Evansville South, IND - KY USGS 7.5 topographic quadrangle in Knight Township, T6S, R10W, south edge of section 26 (see Exhibit 12-2).

III. PROJECT NEED AND PURPOSE

This type of lift station is becoming obsolete because of changing regulations for confined space entry into the pump pit. Other problems associated with this lift station include: inadequate hydraulic capacity based on the peak design flow; no onsite safety equipment; no wet well vent; exposed electrical wires within the dry pump pit; deteriorating dry pit walls and floor; reaching the end of its useful service life, and potential for sanitary sewer overflows (SSOs) exists during electrical or mechanical failures. On this basis, the lift station needs to be upgraded and expanded to address these problems.

The proposed project includes: converting the lift station from a dry pit/wet well configuration to a submersible lift station with two pumps controlled by variable frequency drives (VFDs) and each having the capability of pumping between 300 and 600 gpm; rehabilitating the existing wet well by using multi-layered polymer resin, while replacing the top slab with a new one having an appropriately sized hatch; removing the existing dry well from the surface to approximately one foot below the bottom of the proposed valve pit, while filling the remaining portion of the dry well with concrete; constructing a new valve pit on the existing site and connecting the new force main to the existing force main; and replacing the control panel with one that can interact with system communications (see Exhibit 12-12).

Two alternatives were evaluated for the lift station improvements project including the "No Action" alternative.

The "No Action" alternative was rejected since the existing lift station would continue to deteriorate resulting in increased maintenance and eventually failing causing the potential for SSOs to occur.

Existing Lift Station Upgrade – This alternative proposes upgrades and modernization of the lift station to bring it up to current standards. This is the selected alternative.

IV. ESTIMATED PROJECT COSTS, AFFORDABILITY AND FUNDING

A. Selected Plan Cost Summary

<u>Construction Components</u>	<u>Costs</u>
Mobilization/Demobilization/Bonds/Insurance	\$ 12,400
Complete Bypass Pumping	15,000
Demolition of Dry Well	4,250
Rehabilitating Wet Well	17,398
Wet Well Pumps, Rail, Brackets, & Piping	47,400
Pump Control Panels and Floats	21,600
VFDs Controls	25,800
Relocate, Reinstall Radio Equipment	4,000
Valve Pit & Appurtenances	40,000
Approximately 5 feet of 6-inch Force Main	325
Site Restoration	<u>768</u>
Subtotal Estimated Construction Costs	\$188,941
Contingencies	<u>18,894</u>
Total Estimated Construction Costs	\$207,835
 Non- Construction Costs	
Administrative and Legal	\$ 2,500
Engineering Design Fees	21,750
Planning Fees	13,113
Project Inspection	<u>22,000</u>
Total Non-Construction Costs	\$ 59,363
 Total Estimated Project Costs	 \$267,198

- B. The city has sufficient funds remaining from the 20-year loan of \$31,750,000 which the city closed with the SRF on October 19, 2009, to fund this project.

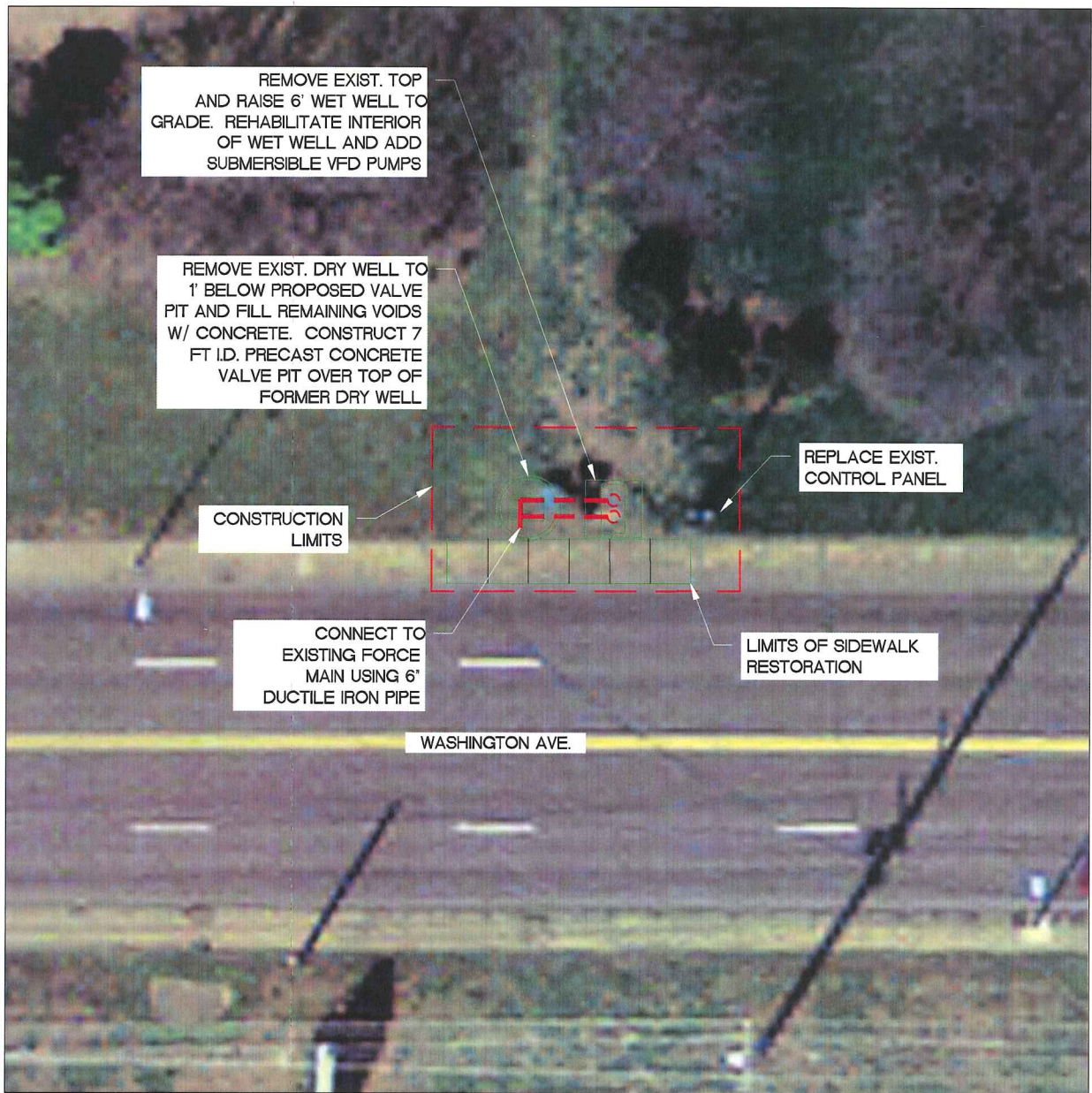
V. ENVIRONMENTAL IMPACTS OF THE FEASIBLE ALTERNATIVES

The project will occur in a previously disturbed area and will not affect endangered species or their habitat, streams, wetlands, or the 100-year floodplain.

Construction and operation of the project will not alter, demolish or remove historic properties (see Exhibit 12-9). If any visual or audible impacts to historic properties occur, they will be temporary and will not alter the characteristics that qualify such properties for inclusion in or eligibility for the National Register of Historic Places. The SRF's finding pursuant to Section 106 of the Historic Preservation Act is: "no historic properties affected"

VI. PUBLIC PARTICIPATION

A properly noticed public hearing was held at the Central Library, Browning Event Room A – Central on September 28, 2012, at 3:00 p.m. to discuss the addendum to the Preliminary Engineering Report. No one from the public attended the hearing, and no written comments were received.



AERIAL: SPRING 2005

LEGEND

- CONSTRUCTION LIMITS
- - - - - PROPOSED FORCEMAIN
- PROPOSED VALVE PIT
- 8 PROPOSED WET WELL



SCALE: 1" = 20'

NOTE:
FOR EXISTING SITE LAYOUT
SEE EXHIBIT 12-7

REVISED 12/3/12

VS ENGINEERING, INC.
4275 N. HIGH SCHOOL RD. INDIANAPOLIS, INDIANA 46254
TEL: (317) 293-3542 FAX: (317) 293-4737

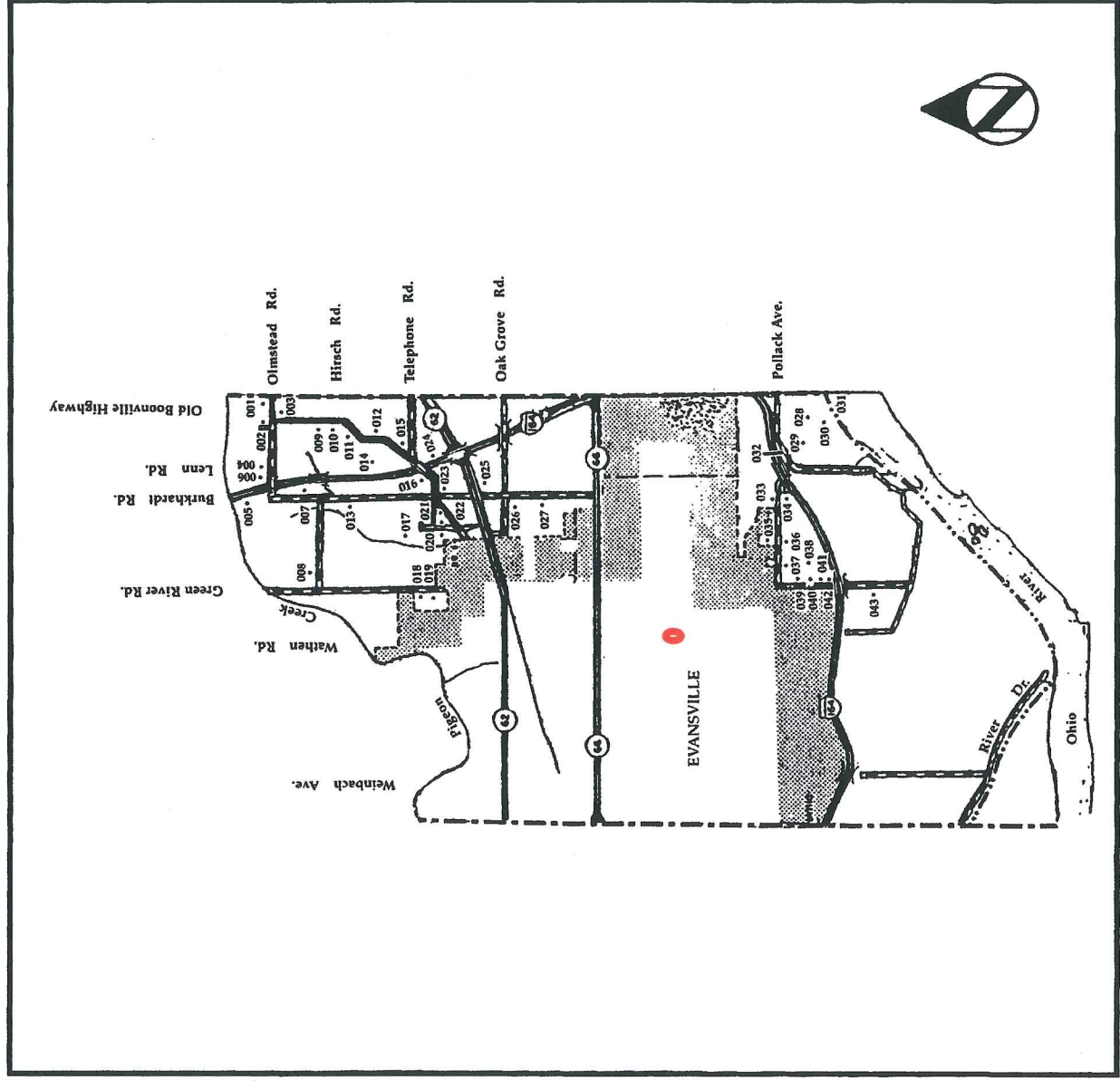
CITY OF EVANSVILLE WATER AND SEWER UTILITY

ADDENDUM No. 1 TO PER D, PROJECT No. 12
WASHINGTON LIFT STATION IMPROVEMENTS

PROPOSED SITE LAYOUT

**EXHIBIT
12-12**

Knight Township (20001-043)



Knight Township is located in the southeast corner of Vanderburgh County. Organized in 1840 from a section of Pigeon Township, the township was named for Isaac Knight, an early settler. The city of Evansville has expanded into Knight Township and today, almost half of the area is included within the city's boundaries.

The township's terrain is generally flat. Because the Ohio River forms much of the township's southern boundary, the land is both fertile and susceptible to flooding. North of the bottoms, the land is higher and was originally heavily timbered.

The township's earliest settlers came to the area in 1806. Aeneas McCallister crossed the Ohio River from Kentucky and built a house in the bottoms opposite the mouth of the Green River. McCallister was soon followed by Daniel Noble, Henry and John James, David Aikin and John Garrett who came to the bottoms between 1810 and 1818.

Until construction of the Wabash and Erie Canal through the township during the 1830s, most of the area's settlement was confined to the township's southern edges. Work on the canal which stretched across the township's northern section, lasted from 1837-1838. Abandoned by 1859 because it could not compete with the railroads, the waterway is still visible as a large ditch (20025). Ironically, the former Evansville and Eastern Railroad built its tracks on the towpath.

A number of tiny villages were established along the canal and the railroad line. In 1837 William Walker platted the town of Smyrna along the canal path. Smyth's Station was the site of a tile factory. Today, nothing remains of these two communities.

Knight Township's historic resources reflect its agricultural past. The Karch Farm (20036), the Joe and Katherine Folz Farm (20013), and the William

Evansville Scattered Sites (51155-189)

